Approved For Release 2008/01/25 : CIA-RDP80-00926A008500060001-6

SEE BOTTOM OF PAGE FOR ADDITIONAL SPECIAL CONTROLS, IF ANY

CONFIDENTIAL

# INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18 U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law

25X1

COUNTRY USSR

SUBJECT Road Data - Boryslaw, Drohobych, Sambir & Vicinity

DATE DISTR.

NO. OF PAGES

NO. OF ENCLS.

SUPPLEMENT TO REPORT NO.

25X1

THIS IS UNEVALUATED INFORMATION

25X1

1. A hard-surfaced, all-weather road (No 98A on legend) ran from Drohobych (Drogobych) southwest to Boryslaw (Borislav). This road was over eight meters wide and the only road in this area which was asphalted. The subbase of the road consisted of huge rocks. The base consisted of crushed rock and stones.

2. The road was designed and constructed for heavy usage. Soviet tanks up to 35 tons travelled on this road. The road was crowned for easy drainage, and drainage ditches ran along both sides of the road. This road was heavily travelled on by all types of vehicles which hauled oil from the Boryslaw petroleum fields to the refineries in Drohobych. The road was periodically inspected and maintained by assigned work crews.

3. A hard-surfaced, all-weather road (No 98A on legend) which was classed as a highway (gostinitsa) ran from Stryj (Stry) north northeast to Lwow (Lvov) and on to Krakow. The road from Lwow to Krakow was asphalted by the Germans during World War II.

4. Stryj is located approximately 30 kilometers east of Boryslaw. The road which ran from Stryj to Lwow was constructed during the Austrian regime and was called the Czar's Road. The road was designed for both light and heavy traffic. German and Soviet tanks weighing approximately 30 tons as well as other types of military vehicles travelled this road.

5. The road was over eight meters wide. The subbase of the road was of rich black dirt (chernozem). The road bed consisted of crushed rock and the top layer was of crushed rock surfaced with sand. The road was crowned for easy drainage and shallow drainage ditches ran along both sides of the road in addition to a shoulder one meter wide on both sides of the road. The road was periodically inspected and maintained by highway maintenance crews.

6. A loose-surfaced, all-weather, gravel, graded road (No 903 on legend) ran from Boryslaw southwest to Rybnik and from Boryslaw northwest to Uhrce then southward to Sambir and Opaka. This same type of a loose-surfaced, all-weather, gravel, graded road (No 903 on legend) ran from Boryslaw north northwest to Chodow and from Boryslaw southeast to Stryj and northeast to Pinczowice via Rudnicze.

6

CONFIDENTIAL

DISTRIBUTION

STATE | ARMY

Approved For Release 2008/01/25 : CIA-RDP80-00926A008500060001-6

Approved For Release 2008/01/25 : CIA-RDP80-00926A008500060001-6

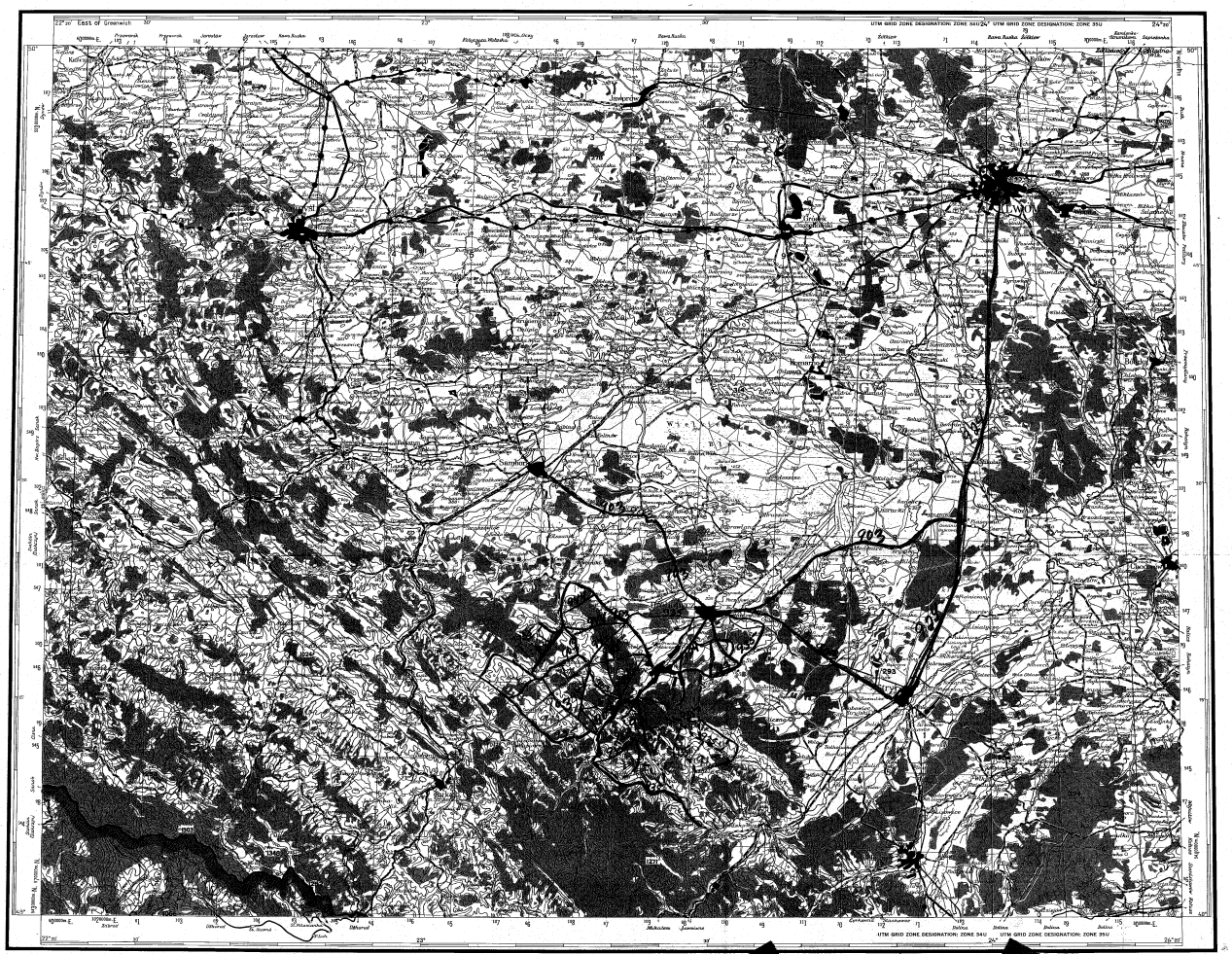
CENTRAL EUROPE 1:250.000

# LWÓW

EDITION 3—AMS

SHEET S.50

AMS SERIES M505




AMS M508 (OSGS 4346)
Edition 3-AMS (Flat Printing, 3-58)

Prepared by the Army Map Service (AM), Corps of Engineers, U. S. Army, Washington, D. C. Copied in 1953 from Central Europe, 1:250,000, OSGS, Sheet 5SS, 1944. Plate communications revised from intelligence data, 1955. Universal Transverse Mercator Grid added and bilingual margin added by AMS, UTM Grid revised, 1955.

## AUTHORITIES

Poland 1:300,000, Mapa Operacyjna', Sheet 88,1937.
Poland 1:1,000,000, Mapa Samochodowa i Stanu Drog = Polnisch Automobilkarte Polnisch Verkehrsnetz 1939-40.
Poland 1:1,000,000, Stanu Drog Wiejskich w Polsce, Automobilkarte Polnisch 1939.
Czechoslovakia, Straßen- und road condition maps, 1936-39.
Czechoslovakia 1:500,000 Hoyling & Ferrah, 1930-38.
Intelligence Reports, up to 1945.
Poland Official Railway Map, 1:300,000 1938, with amendments.
Czechoslovakia Official Railway Map,1:850,000 1937.

ROAD MAP & CONTOURS

ROAD CLASSIFICATION

RAILWAYS

INDEX TO ADJOINING SHEETS

Boundaries shown in purple on the face of the map and in the diagram indicate POST WAR BOUNDARIES OR LIMITS OF ADMINISTRATION, are for reference only, and are not necessarily official or definite.

Scale 1:250,000

CONTOUR INTERVAL 100 METERS

TRANSVERSE MERCATOR PROJECTION

BLACK NUMBERED LINES INDICATE TYPE 10,000 METER UNIVERSAL TRANSVERSE MERCATOR GRID, ZONES 34 AND 35, INTERNATIONAL SPHEROID

LES TRAITS NUMÉROTÉS EN NOIR INDIQUENT LE QUADRILLAGE MTU(UNIVERSEL TRANSVERSE MERCATOR) DE 10,000 METRES DE LA PROJECTION MERCATOR TRANSVERSE UNIVERSELLE, FUSEAUX 34 ET 35, ELLIPSOIDE INTERNATIONAL

RED NUMBERED TICKS INDICATE THE RECTILINE INDICATE THE 10,000 METER GRID ZONE DESIGNATION, MODEL SPHEROID

LES CHIFFRES NUMÉROTÉS EN ROUGE À L'EXTÉRIEUR DU CADRE INDIQUENT LE QUADRILLAGE KILOMÉTRIQUE DE LA ZONE DONNÉE, ELLIPSOÏDE DE BESSEL

THE LAST FOUR DIGITS OF THE GRID NUMBERS ARE OMITTED

LES QUATRE DERNIERS CHIFFRES DES NUMÉROS DE QUADRILLAGE SONT OMIS

THIS MAGNETIC DECLINATION FOR THIS SHEET RANGES FROM 7°54' EASTERLY FOR THE CENTER OF THE WEST EDGE TO 9°36' EASTERLY FOR THE CENTER OF THE EAST EDGE. MEAN ANNUAL CHANGE IS 9'36" EASTERLY.

LA DÉCLINAISON MAGNÉTIQUE POUR CETTE FEUILLE VARIE DE 7°54' VERS L'EST POUR LE CENTRE DU BORD OUEST EN 9°36' VERS L'EST POUR LE CENTRE DU BORD EST. VARIATION ANNUELLE MOYENNE EST 9'36' L'EST.

ROAD NETWORK SHOWN ON UNDERPRINT IN TINT MAY BE USED TO MAKE ENLARGED AND PERFECT DIRECTLY TO ENGRAVING SURFACE. SAME MAP SYMBOLS, NUMBERING, (e. g. — ROAD OR PERMANENT ROAD) AS REFERRED TO FOLLOWS IF DESIRED.

KEY TO PRONUNCIATION

| | | | |
|---|---|---|---|
| a | as French ça (cedilla) | ŕ | as in F. garçon |
| č | as in Czech | ř | as in Czech |
| ch | as in Scotch loch, when final | š | as in F. chose |
| ch | as in E. church | ž | as in F. jamais |
| ei | as in E. eight | ü | as in E. but |
| dz, dž | as in E. jar | ts | as in E. its |
| g | as in French gâteau (cake) | y | as in E. city |
| i | as in E. machine, when used as a vowel | z | as in E. azure |
| j | as in E. yet, after a vowel, as ay in hay | ź | as in E. azure, before i, as in pleasure |

NOTE: When final h, d, g, z, and w become n, t, k, sh, and f respectively

GLOSSARY

| | | | |
|---|---|---|---|
| Bagno (Bg.) | swamp | | marsh |
| Biała | biała | | white |
| Biała | biała | | white |
| Bor | bor | | forest |
| Brod | ford | | ford |
| Czesko-, -a, -e | česko | | Czech |
| Dolina | valley | | valley |
| Duża, -y, -e | duża | | great |
| Droga | route | | road, road |
| Duża, -y, -e | grand | | large, great |
| Folw., -a | gutte ferme | | croft, small farm |
| Gajówka (G.) | maison forestière | | forest guardhouse |
| Góra, Góry | montagne | | mountain |
| Kamień, -a, -e (Kam.) | caillou | | stone |
| Grobla | digue | | dike |
| Jezioro (J., Jez.) | lac | | lake |
| Kiełbia | passerelle | | footbridge |
| Kuźnia | usine de forge | | shepherd's hut |
| Kolonia | colonie, groupe de fermes | | colony, group of farms |
| Kolonia (Kon.) | colonie | | mine |
| Kopalnia, -a, -e | royal | | royal |
| Las, Lasy | bois, forêt | | wood, forest |
| Leśniczówka (Lesn.) | région forestière | | forest district |
| Mały, -a, -e | petit | | small, little |
| Mała, -y, -e | petit | | small, little |
| Morze | mer | | sea |
| Nadleśnictwo | région forestière | | forest district |
| (Nad., Nadl.) | maison forestière | | forest keeper's hut |
| Niżny | inférieur | | lower |
| Nowa, -y, -e | nouveau | | new |
| Parkan | rempart | | rampart |
| Pastwisko | pâturage | | pasture |
| Pałac, -a, -e (Pał.) | palais | | Palais |
| Północ | nord | | north |
| Południe, Południowe | sud | | south, southern |
| Park | jardin d'eau | | Park |
| Prom (Pr.) | bac à voitures | | ferry for vehicles |
| Przełęcz (Prz.) | carrefour | | pass |
| Przystanek (P.) | arrêt, petit gare | | railway halt, small railway station |
| Rola, -a, -e | Ruthénie, Ruthène | | Ruthenia, Ruthenian |
| Rzeka | rivière | | river |
| Śluza | écluse | | lock |
| Stacja Kolejowa (St.) | station | | railway station |
| Stary, -a, -e (Str.) | ancien | | old |
| Strażnica | poste de la frontière | | frontier guard station |
| Strumień | ruisseau | | rivulet, creek |
| Wielki, -a, -e (Wlk.) | grand | | large, great |
| Wieś | village | | village |
| Wisła | hauteur | | hamlet |
| Wodociąg, -a, -e | château | | castle |
| Wschód | est | | east |
| Wyspa | île | | island |
| Wyżny (Wż., Wyż.) | supérieur | | upper |
| Zachód | ouest | | west |
| Zamkowy | castellanie | | manorial |
| Zagroda | ferme, enclos | | farm, enclosure |
| Zatoka | baie, golfe | | bay, gulf |

COMPILED BY ARMY MAP SERVICE, CORPS OF ENGINEERS, 2-58 107462

PUBLICATION OF INTERNATIONAL BOUNDARIES ON THIS MAP MUST NOT BE CONSIDERED AUTHORITATIVE

British Crown Copyright Reserved.
Reproduced with the permission of Her Britannic Majesty's Stationery Office.

HORIZONTAL DATUM IS BASED ON APPROXIMATE EUROPEAN DATUM

| | |
|---|---|
| Hard surface, all weather road, two lanes wide, 6-8 meters | 924 |
| Hard surface, all weather road, one land wide, 3-6 | 931 |
| Loose surfaced, all weather road, two lanes wide, 5-8 meters | 909 |
| Loose surfaced, all weather trail, one land wide, 3-5 meters | 909 |
| Loose-surfaced, dry weather or dirt road principal | 936 |
| other | 944 |
| Cart tracks (less than 3,5 set less than 2,5 meters) | |
| Trails (less than 1,5 meters) | |
| Dual highways (Superhighways) | 923 |
| Highway label shows route number & meters or miles. | |

LWÓW, U.S.S.R.; POLAND; CZECHOSLOVAKIA

25X1

Approved For Release 2008/01/25 : CIA-RDP80-00926A008500060001-6

Approved For Release 2008/01/25 : CIA-RDP80-00926A008500060001-6



25X1

7. These roads were over eight meters wide. The subbase of the roads which run north and east of Drohobych consisted of black dirt. The subbase of the roads which run northwest, west, south and southeast was of rock and sand. However, the road base on all these roads was of crushed rock and the top layer consisted of crushed rock surfaced with sand.

8. The roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the roads. They were designed and constructed for heavy usage. A shoulder approximately one meter wide ran along both sides of the roads. The roads were periodically inspected and maintained by assigned work crews. The roads were extensively travelled upon as lumber and oil were hauled out from Boryslaw and vicinity.

9. A number of loose-surfaced, dry-weather, gravel and sand-type roads (No 935 on legend) ran in the vicinity of Rybnik, Zhuravlyan Solna and Stebnik. These towns and villages are located south, west and southeast of Drohobych. They were considered to be principal dirt roads. The dirt roads were approximately five meters wide.

10. Continual maintenance was required and during the dry season and winter these roads occasionally were capable of bearing heavy traffic. The dirt roads were not crowned, nor did they have drainage ditches running alongside the roads. The dirt roads during the spring thaw or rains did not get too rutted or uneven because of the stony and rocky terrain around Boryslaw and the Carpathian mountains.

11. Lumber was hauled out of the woodlands which were located in and around Boryslaw in addition to oil. As of 1944 it was impossible to hide in the section of the woodlands which were located west and southwest of Boryslaw because they were pretty well thinned out.

12. A number of dry-weather, dirt roads (No 935 on legend) ran in the same vicinity as the above principal dirt roads. These were secondary roads. They were approximately three to five meters wide and were occasionally maintained due to the foresters hauling lumber out of the woodlands and workers in the oil field.

13. The secondary roads were also used by the villagers, farmers and foresters for inter-villages, and farm communication, in addition to short cuts. The roads were not crowned, nor did they have drainage ditches running alongside. During the winter and dry season the roads occasionally were capable of bearing heavy traffic.

14. A number of cart tracks (No 934 on legend) and trails (No 915 on legend) ran in the same vicinity as the dirt roads. The cart tracks were two to three meters wide, unmaintained but occasionally could bear heavy traffic. The cart tracks had a natural rocky and stone foundation. The cart tracks were not crowned, nor did they have any drainage ditches running alongside. They were used by the villagers and farmers in addition to the foresters for inter-village or farm communication and oil men who were exploring the region for oil.

15. The trails were approximately one meter wide. They had a natural rock-sand-type foundation and were used by the foresters and villagers for short cuts in the woodlands or used by the oil crews who worked in the areas south and west of Boryslaw.

25X1

(1 ENCL)



Approved For Release 2008/01/25 : CIA-RDP80-00926A008500060001-6